



PEDRO E. SEGARRA
MAYOR

March 16, 2012

Secretary Ray LaHood
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Re: City of Hartford (Connecticut) – TIGER IV Application

Dear Secretary LaHood:

I am pleased to submit for your consideration our TIGER IV application. Hartford's Intermodal Triangle focuses on the transit elements of our **One City, One Plan** vision with a specific focus on promoting job creation and economic revitalization for Connecticut's Capital City and the entire region.

One City, One Plan envisions Hartford as a clean, safe, culturally diverse community where families and individuals can find affordable, attractive housing; vibrant neighborhoods; access to efficient transportation; and where Hartford's government works with residents and business to leverage public investments to advance the City's role as the region's center for commerce, culture and urban living. The number one priority of the Plan is to reduce the overall dependence on the automobile.

Our TIGER IV project leverages major investments and integrates public improvements including the New Britain Hartford Busway,¹ the New Haven-Hartford-Springfield commuter rail, the HUD regional sustainability Knowledge Corridor Grant, the Bus Livability Grant and the State of Connecticut Transit Oriented Development (TOD) grant.

Hartford's Intermodal Triangle will strengthen the region's economic and employment core. Downtown intermodal connections (pedestrian, bike, taxi, bus, rail, air) are strengthened through creation of Intermodal Hubs, Transit Priority Streets, Complete Green Streets, and the innovative iQuilt pedestrian network. Overall, the entire project will tie transit to our employment and housing centers, while simultaneously increasing the overall utility of our transit options. As is clearly highlighted in our application, the project has a very favorable cost benefit ratio.

This project is the result of robust collaborative planning including the iQuilt Partnership, the Northwest Corridor Bus Circulation and Transit Facility Study, the Downtown Traffic and Pedestrian Circulation Plan, Union Station Planning Project, Hartford 1-84 Viaduct Study, New Britain-Hartford Busway Project, and the New Haven-Hartford-Springfield commuter rail project.

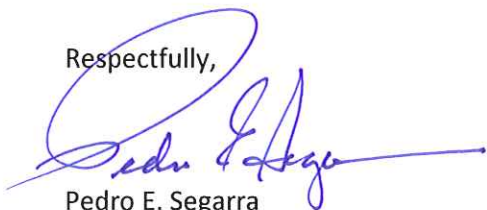
550 Main Street
Hartford, Connecticut 06103
Phone (860) 757-9500
Fax (860) 722-6606



Our project partners are excited to be a part of this essential transportation initiative and believe it is vital to the city, the region and the state. The project partners who worked collaboratively toward the goals of these plans represent a wide array of interests and constituencies within the Intermodal Triangle area including municipal and regional government; the regional and local Chambers of Commerce; major private employers; individual neighborhoods; regional infrastructure providers; and open space and environmental protection and advocacy groups. Throughout this process, Connecticut DOT, Connecticut Transit and the Greater Hartford Transit District have been at the table, ensuring that our design meets supports their operational needs.

If you have any additional questions or require any clarification whatsoever, please call our Director of Planning, Roger J. O'Brien (860-757-9054). Again, thank you for the opportunity to submit this application and for your thorough review and analysis of the same.

Respectfully,



Pedro E. Segarra
Mayor

Cc: Congressman John Larson
David Panagore, Chief Operating Officer
Roger J. O'Brien, Planning Director
Project Partners

ⁱ The New Britain-Hartford busway project will represent Connecticut's first rapid-transit project.

Congress of the United States
Washington, DC 20515

March 16, 2012

The Honorable Ray LaHood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary LaHood:

We write to you in support of the City of Hartford's TIGER 2012 application to fund the Intermodal Triangle Project. This is a vital transportation investment for the region's economic core that will create jobs, spur transit-oriented development, and reduce greenhouse gas emissions. We feel strongly that this is the type of innovative project that merits funding under the TIGER program.

This project will create a multimodal transportation hub for the Greater Hartford Region and will connect Union Station with surrounding neighborhoods, nearby job centers, housing, and entertainment. The Intermodal Triangle builds off efforts already under way such as the development of high speed rail service, bus rapid transit (BRT), and the iQuilt vision of a walkable, sustainable downtown. This project will integrate these elements through improved transit service, construction of complete streets, and enhanced intermodal connections. The city has demonstrated a remarkable commitment to this application by providing 36% in matching funds and this project is a high priority to stakeholders throughout the region.

The Intermodal Triangle will greatly improve the region's transportation system and generate needed economic development. We support the proposal set forth by the City of Hartford and respectfully request that their application for funding receive full and fair consideration. Thank you for your time and attention to this important matter.

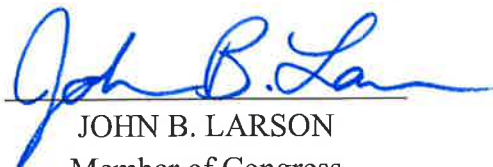
Sincerely,



JOSEPH I. LIEBERMAN
United States Senator



RICHARD BLUMENTHAL
United States Senator



JOHN B. LARSON
Member of Congress

Project Narrative

Hartford's Intermodal Triangle Project



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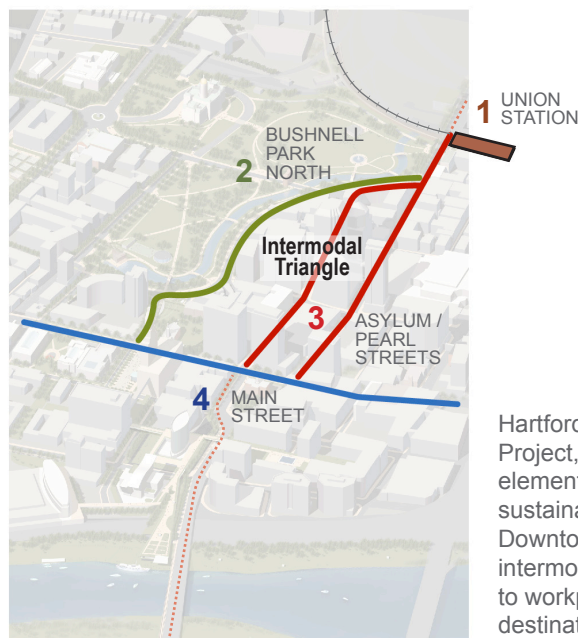
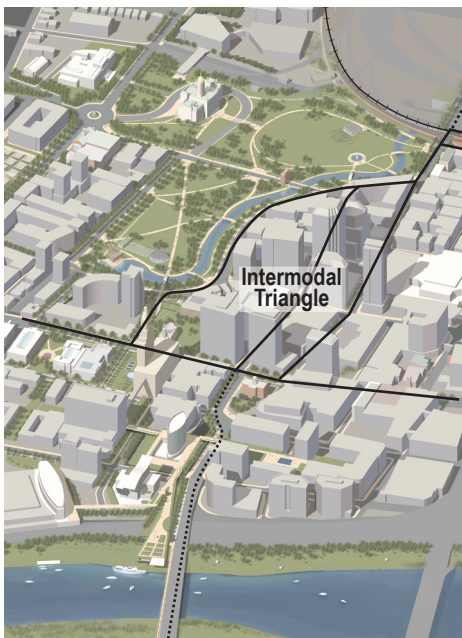
This entire application and appendix materials, as well as additional information about the Hartford Intermodal Transit Triangle Project are available on line at: http://planning.hartford.gov/Oneplan/transit_center.aspx Project Description

I. Project Description

“We are rallying our region around a shared project - the iQuilt Plan for Downtown Hartford. The foundation of that project is Hartford’s Intermodal Triangle, which has the support of Congressman John Larson and Connecticut Transportation Commissioner Jim Redeker. Through the creation of transit hubs and corridors, the Hartford Intermodal Triangle will strengthen the Capital Region’s economic and employment core by improving pedestrian and vehicular connections within the Union Station-to-Main Street triangle.”

- Mayor Pedro Segarra

State-of-the-City Address, March 2012



Hartford’s Intermodal Triangle Project, comprised of 4 integrated elements, will improve the livability, sustainability and economic vitality of Downtown Hartford by strengthening intermodal transportation linkages to workplaces, housing, and cultural destinations.

Project Overview

Hartford's Intermodal Triangle Project will strengthen the region's economic and employment core. It lies at the heart of the regional transportation system, and will improve downtown intermodal connections - pedestrian, bike, taxi, bus, rail, air.



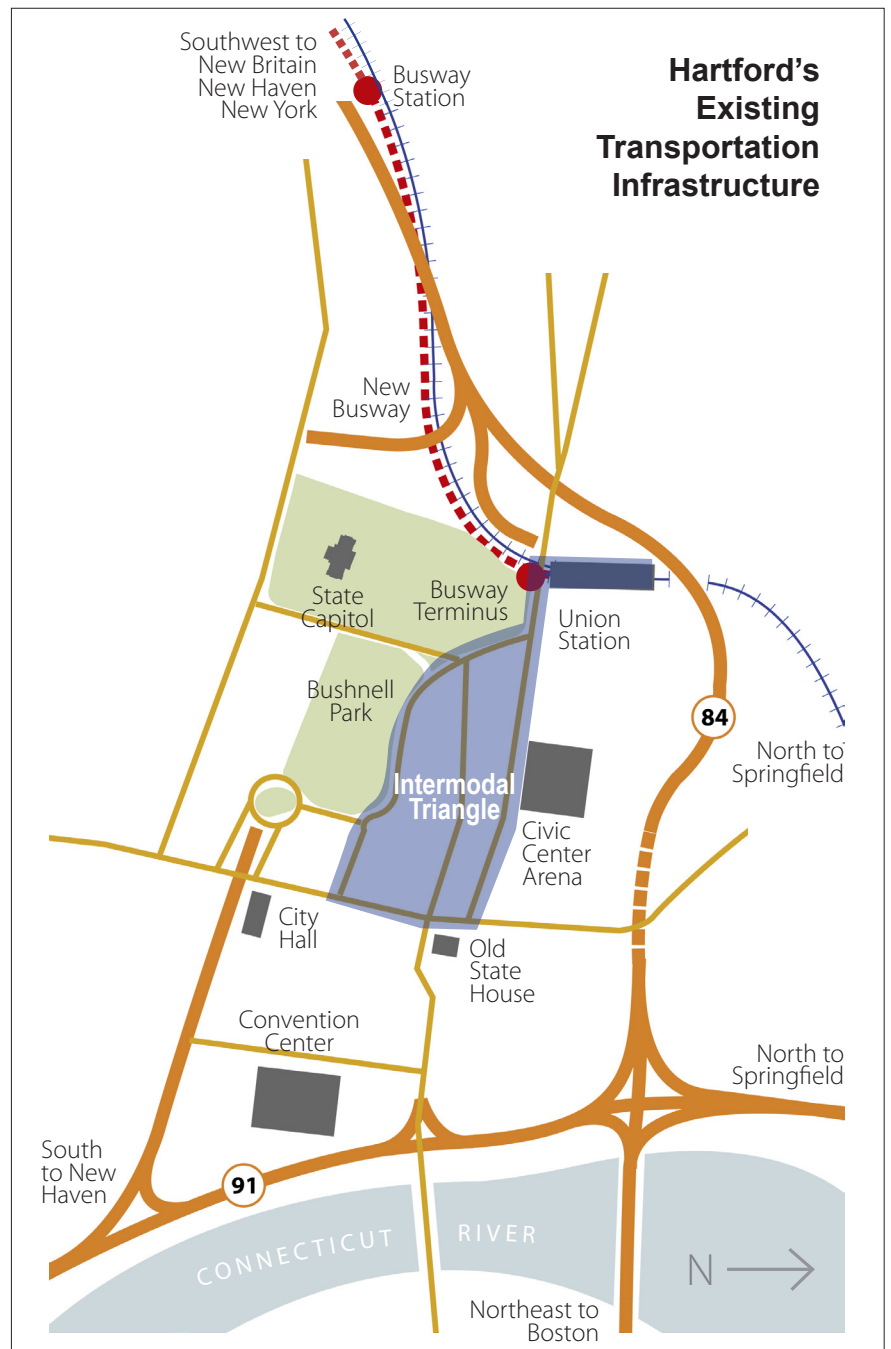
Hartford Transportation

The city's transportation has always been defined by its position between two rivers and its irregular street plan.



The iQuilt Plan

The Intermodal Triangle is at the center of the iQuilt, Downtown Hartford's innovative and award-winning plan promoting walking, culture and innovation.



Transportation Challenges

Downtown Hartford has a range of new and expected transportation assets: new airport shuttle service, upgrades and service improvements at historic Union Station, planned commuter rail, a busway about to begin construction, a simplified and more convenient local bus network through downtown, and major pedestrian and bike enhancements under the innovative iQuilt Plan.

The challenge now is to connect these elements, which are not currently well integrated. **Union Station**, the regional transportation hub for intercity rail and bus, is removed and hidden from the commercial core. Its surrounding streets are already crowded, and will soon need to accommodate an additional fleet of buses from the new busway, a fixed guideway which terminates at the station.

Historic **Main Street**, the dominant transit and commercial corridor, is overburdened with a mix of local and commuter buses, and under equipped with transit infrastructure. Most local buses terminate at or before Main, limiting the number of one-seat rides through downtown. Sidewalks are often too narrow for the crowded bus stops, and crossing Main Street can be daunting for the large number of transferring passengers and for pedestrians.

Union Station and Main Street are connected by **Asylum and Pearl**, parallel streets which need improved transit infrastructure for both buses and passengers. This will improve enhance their effectiveness in handling the additional loads from the busway.

These conditions are exacerbated by an image of transit that does not attract choice riders. Hartford is making steady gains in creating a livable, sustainable downtown with a growing residential population, a natural customer base for the full range of public transportation options. But slow transit corridors and inadequate shelters, lighting, signage, and transit information do little to attract new transit riders, to explain how the extensive transit system actually works, or to promote the mobility it offers.

Response to Challenges

Hartford's Intermodal Triangle addresses these challenges with practical, immediate, and effective transit improvements to the urban core - the triangular zone between Union Station and Main Street. The response includes a reworking of the local bus network through downtown, and four major components, which are described on the pages that follow.

New Transportation for Hartford

Air



New Bradley Flyer shuttle bus service from Union Station to Bradley International Airport

Rail



Planned frequent commuter rail service to New Haven and Springfield

Busway / BRT



New Busway from New Britain to Downtown Hartford and Union Station

Bus



New simplified local bus route structure through downtown, reducing transfer, adding shuttles

Bike



Planned construction of East Coast Greenway showcase segment through Downtown

Pedestrian



iQuilt Plan introduces major wayfinding and pedestrian improvements throughout Downtown

Improved Local Bus Routing Through Downtown

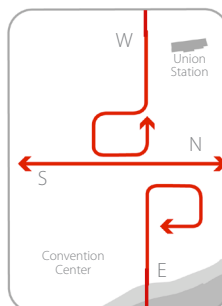
As part of the Intermodal Triangle Project, a new local bus route structure for downtown will dramatically improve passenger options and experience, particularly with respect to transfers. Bus routes from the east and west, which now terminate at or near Main with limited through-routing, will either through-route or respectively terminate at Union Station and the Convention Center. This will provide one-seat rides through downtown to most destinations, and create frequent, specially branded shuttle service within downtown.



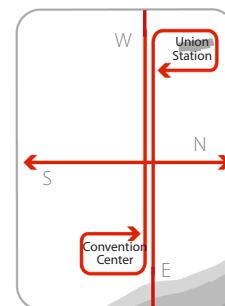
A project workshop addressed the problem of inconvenient transfers downtown from east-west routes to north-south routes.



Existing route network through downtown Hartford



East and west arms of cross now terminate without overlapping, increasing transfer distances



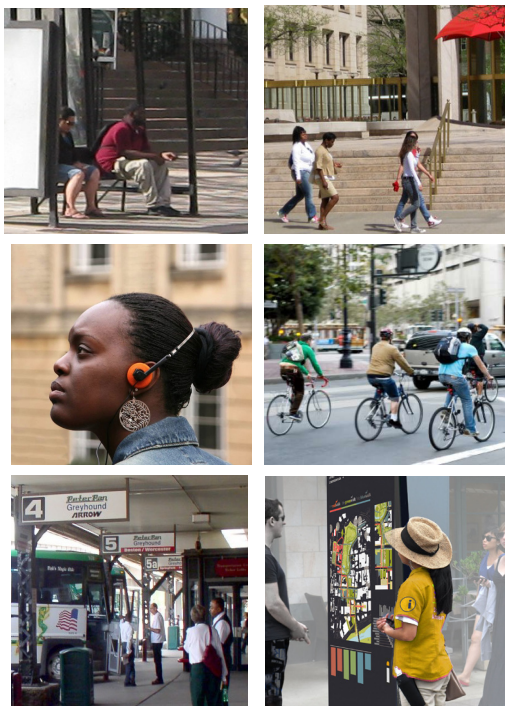
East and west arms will now overlap, improving transfers and creating frequent shuttle service between Union Station, Main Street, and Convention Center

Expected Users

The proposed project would bring transit benefits to a wide range of users and destinations, as indicated in the chart on the next page. The improved integration and communication of transit services is expected to attract choice riders, thereby increasing ridership, supporting increased frequency, and growing the transit constituency.

Many of the served neighborhoods surrounding downtown have high unemployment rates and percentages of special populations, as well as some of the highest population and housing densities in Connecticut. These neighborhoods include many low-income residents and households who exclusively rely upon bus service for their everyday transportation needs. The project is critical to ensuring that these residents have better access to jobs and services, not only within Hartford, but throughout the surrounding region.

Hartford is an Economically Distressed Area as described further in Section 6. The City's annual unemployment rate was 14.3% in 2009, 16.1% in 2010 and currently stands at 14.2%. These rates exceed the national average unemployment rate by a considerable margin. In addition, Hartford's per capita income is only 61.5% of the national per capita income according to 2010 ACS data.





Air Travelers

Improved access to and from Bradley International Airport from Downtown Hartford



Amtrak and Commuter Rail Passengers

improved access from Boston, New York and cities in between to all points within downtown, improved transfers



Busway and BRT Riders

Improved access via the new Busway, better service continuity through downtown, and reduced travel time to workplaces



Local Bus Riders

More through routes, fewer transfers, improved transfers, improved bus stops



Downtown Employers and Businesses

Improved accessibility to all transport modes removes an obstacle to employee recruiting, puts more customers on streets



Downtown Residents & Workers

Enhanced walking and biking, high frequency shuttle within downtown near major employment centers and housing



Transit Dependent

Improved overall service, better facilities, more through routes, fewer transfers, expedited transfers



Visitors and Conventioneers

Simple frequent shuttle system (Union Station to Convention Center), improved wayfinding and walking within downtown.



Bikers

Improved access to Union Station and downtown destinations, new segment of East Coast Greenway on Bushnell Park North

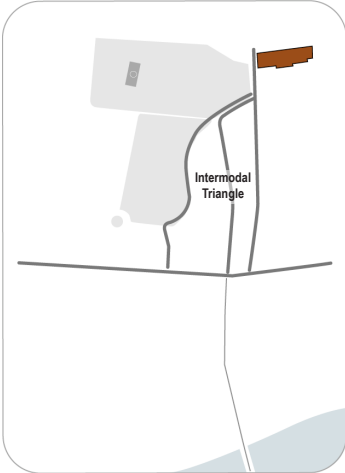


Pedestrians

Improved access, safer routes, easier wayfinding to downtown workplace, commercial, and cultural destinations

PROJECT ELEMENT 1

Union Station Regional Intermodal Hub



Key Elements

- Enhancements and renovation of Union Station
- Special signal and lane treatment for Busway terminus
- Special gateway treatment of rail overpass
- Major bus stop enhancements around station, including local bus layover
- Enhanced intermodal transfer signage for pedestrians and vehicles
- New pedestrian wayfinding signs and maps
- Enhanced roadway and pedestrian lighting
- Two-way conversion of Asylum between Ford and Trumbull

Cost

\$3.44 million

Hartford's Union Station, approaching its 100-year anniversary in 2014, is an historic facility, currently serving traditional intercity bus carriers, such as Peter Pan and Greyhound, and Amtrak, which provides rail service to all points between Washington, DC and Vermont. Several east-west Connecticut Transit bus routes provide access to the station. Connecticut Transit also operates the Bradley Flyer shuttle bus from Union Station to Bradley International Airport. The State of Connecticut, in partnership with the Federal government, will soon be increasing service to Union Station, with the development of New Haven-Hartford-Springfield commuter rail service and the New Britain-Hartford Busway.

This project will solidify Union Station's role as a regional intermodal hub. Enhancements and renovation to Union Station itself will restore the facility's brownstone exterior and create a reliable location for bus riders to wait for connections to and from other modes. Bus stop enhancements and roadway adjustments around the station will accommodate increased local, express, and BRT service. Improved intermodal transfer signage, along with enhanced roadway and pedestrian lighting will clarify wayfinding for all users. Finally, special gateway treatment on Asylum Street and the rail overpass will help brand the station as the region's transportation hub.

Interior and exterior improvements at Union Station enhance its capacity to help passengers connect between 10 different modes: Amtrak, commuter rail, inter-city bus, commuter bus, rapid bus, local bus, taxi, airport shuttle, biking, and walking. Outside, improved sidewalk transit facilities - extended curb space, better crosswalks, enhanced signal timing, new shelters, lighting, bike storage, signage, maps, and schedules - will integrate with downtown's innovative iQuilt pedestrian network and wayfinding program.

New layover space will be provided for local buses from the eastern arm of the route network, which will now terminate at Union Station instead of near Main Street in order to reduce congestion on Main, make transfers easier, and offer frequent shuttle service within downtown.

Historic Station
Union Station is both the regional transit hub and a significant architectural landmark.

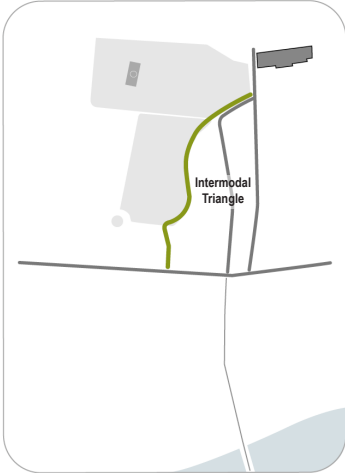


Enhanced Intermodal Facilities
The project will improve Union Station's handling of buses and passenger connections to other modes - train, taxi, bike, walking.



PROJECT ELEMENT 2

Bushnell Park North Complete Green Street



Key Elements

- Remove existing concrete median
- Narrow and restripe roadway
- Widen sidewalks
- Bike lanes (segment of East Coast Greenway)
- Enhanced pedestrian crosswalks
- New pedestrian wayfinding signs and maps
- New roadway and pedestrian lighting
- Enhanced bus stops (shelters, paving, lighting, maps, schedules, landscape)
- Green infrastructure

Cost

\$2.95 million

Bushnell Park North, the collection of streets (Ford, Jewell, and Gold) along the northern edge of the Park, stitches Bushnell Park to the urban fabric of the Hartford's central business district. However, what was prime riverfront real estate, home to hotels and commercial buildings before the burial of the Park River in the 1940s and widening of the roadway, has become an undervalued back edge of the downtown, consisting largely of surface parking lots.

The project will rebuild Bushnell Park North as a beautiful, vibrant, sustainable and innovative boulevard, from Union Station to Main Street. The roadway will be narrowed and restriped in order to calm traffic. Sidewalks will be widened, crosswalks will be enhanced, and wayfinding will be added to improve the pedestrian experience. Enhanced bus stops will improve the rider's experience. Innovative green infrastructure - bioswales to capture and clean stormwater - will be included to elegantly transition from park to city, and set a national example in sustainable practices. Bushnell Park North's bike path will be a Hartford's signature component of the East Coast Greenway.

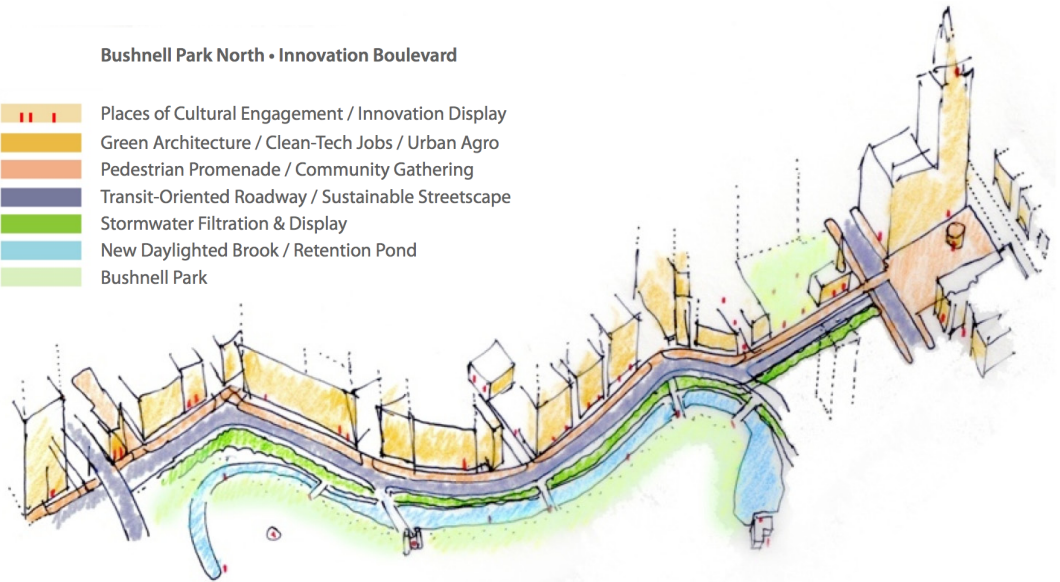
These improvements will calm traffic, encourage walking, and promote investment along the edge of the park. By delivering key features of livability and sustainability, the project should catalyze significant new housing development along its edge, which should reduce vehicle miles traveled and increase the use of transit.

Former Front Door
Historic view showing the
street's prominence, facing
Bushnell Park

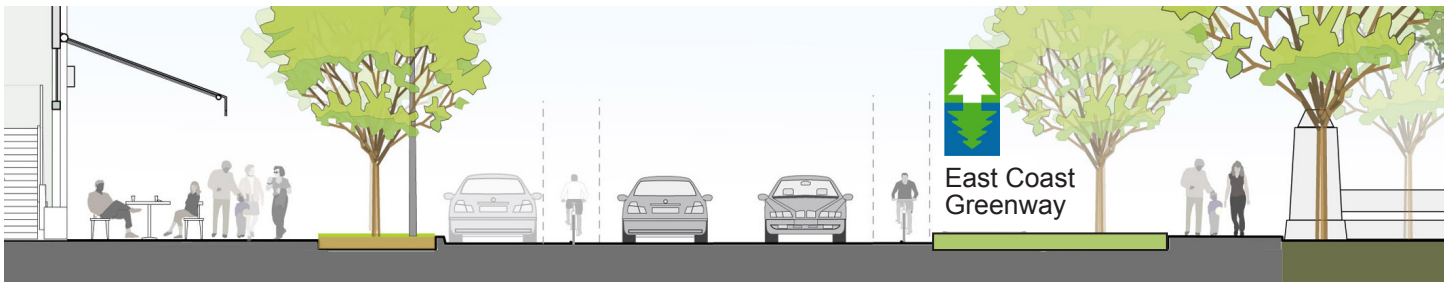


Bushnell Park North • Innovation Boulevard

-  Places of Cultural Engagement / Innovation Display
-  Green Architecture / Clean-Tech Jobs / Urban Agro
-  Pedestrian Promenade / Community Gathering
-  Transit-Oriented Roadway / Sustainable Streetscape
-  Stormwater Filtration & Display
-  New Daylighted Brook / Retention Pond
-  Bushnell Park

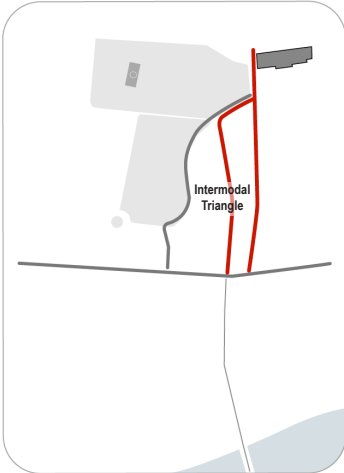


Innovation Boulevard
The project will revitalize the
street as a complete street
with green infrastructure,
housing, bike path, transit,
and restored flowing water in
Bushnell Park



PROJECT ELEMENT 3

Asylum / Pearl Transit Priority Streets



Key Elements

- Roadway restriping
- Bus lane repaving
- Bus priority signalization
- Enhanced pedestrian crosswalks
- New pedestrian wayfinding signs and maps
- Enhanced bus stops (shelters, paving, lighting, maps, schedules, landscape)
- Strategic placement of ticket vending machines for pre-purchase of fares to speed boarding and reduce overall travel time for transit riders

Cost

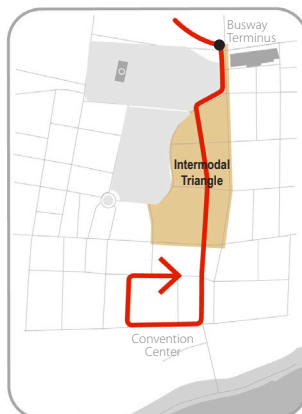
\$6.45 million

Asylum and Pearl Streets are the half-mile spines of downtown Hartford that link Union Station and Main Street. These streets are home to major destinations within the city, including large office buildings, the XL Center Arena, independent theaters, and countless restaurants. These streets were historic trolley routes, and maintain their role as major corridors for transit and vehicular access to the City.

Under the Intermodal Triangle, these streets will be improved for transit and pedestrians, reducing the apparent distance between Main Street and Union Station. In particular, the project will create a transit-friendly pathway for Busway buses to efficiently traverse downtown, providing one-seat rides for Busway customers and for Commuter Express customers from east of Hartford, which should increase the system's attractiveness to choice riders. The large number of overlapping routes will also provide very frequent shuttle service within downtown, a boon for downtown workers and residents and a boost to its livability - a key factor in reducing regional VMTs.

The work includes roadway restriping, bus lane re-paving, and a major re-engineering of signals for bus priority. Rider experience will be further improved through installation of enhanced crosswalks and more robust shelters, along with improved transit and wayfinding signage, seating, lighting, transit maps, and transit schedules.

Busway Extension Loop
The project will provide a downtown pathway for the busway (which terminates at Union Station) along Pearl Street, all the way to the Convention Center, where layover space will be provided. Buses will function as shuttles within downtown.



Asylum Street
Historic view showing a mix of pedestrians, commercial traffic, and public transit along Bushnell Park



BRT/Busway Stations
The project design team was responsible for the Metro Rapid stations in Los Angeles, shown at right.

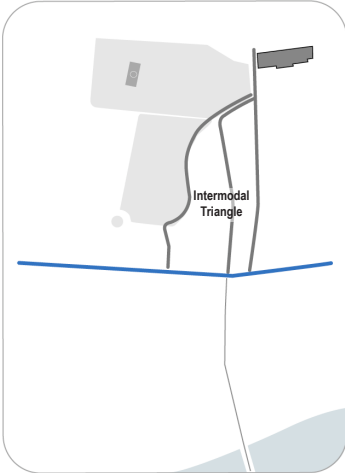


Pedestrian and Transit Facilities
The iQuilt Plan's recently installed wayfinding signs (near right) and proposed transit enhancements (far right) are integral part of the Intermodal Triangle Project.



PROJECT ELEMENT 4

Main Street Complete Transit Street



Key Elements

- Roadway restriping
- Special bus lane treatment
- Bus priority signalization
- Sidewalk bumpouts
- Enhanced pedestrian crosswalks
- New pedestrian wayfinding signs and maps
- Enhanced bus stops (shelters, paving, lighting, maps, schedules, landscape)
- Strategic placement of ticket vending machines for pre-purchase of fares to speed boarding and reduce overall travel time for transit riders

Cost

\$5.2 million

Main Street is Hartford's most historic street, and arguably the most culturally and economically significant in the State. The mile-long stretch of the street downtown is home to Fortune 500 companies, America's first public art museum, a thriving community college, the Hartford Public Library, and the site where constitutional self governance was first established in America nearly 400 years ago. At the recommendation of the iQuilt Public/Private Partnership, the City has retained Suisman Urban Design to design a plan to make Main Street a more "complete" street, to better serve the needs of transit, automobiles, walkers, and cyclists alike.

The core of the broader Main Street initiative anchors the eastern edge of the Intermodal Triangle, from the Hartford Public Library and City Hall to Capital Community College and the Hartford Stage Company. Implementation of this proposal will improve bus operations through roadway re-striping, special bus lane treatment, and bus signal prioritization. Resident, visitor, and employee experience will be improved through the creation of enhanced sidewalks, crosswalks (including bumpouts), and transit stops.

A reworking of bus routes and the upgrading of bus stops will improve transfers and enhance the overall experience for transit riders. Handsome, comfortable new shelters with energy efficient light and signage, generous seating, and plentiful transit information will change the image and experience of transit in Hartford. Transit will be seen as a welcome and integral part of the urban fabric, contributing to the social and economic vitality of the city's most prominent and historic street.

Main Street
Historic photo showing the street's longstanding role as the spine for culture, commerce, transit, and walking.



**Main Street Bus Stops
Need Upgrading**
Inadequate sidewalk width,
shelter, seating, lighting, and
transit information



**Enhanced Bus Stops and
Transit Facilities**
The project will bring
dramatically improved stops to
Main Street. Members of the
design team developed both the
Los Angeles Metro Rapid system
and the Portland transit mall
(shown at right)



**Linking Transit
to Park Space for
Pedestrians**
The project links the Main Street
transit corridor to a new gate into
Bushnell Park along Bushnell
Park North.



II. Project Parties

The City of Hartford, Connecticut is the applicant for this grant application. The City of Hartford is a municipal corporation established under the laws of the State of Connecticut. It has the technical capacity to implement this project including grant management activities, procurement, and construction related activities.

Collaboration

Collaboration on the Hartford Intermodal Triangle Project is not limited to governmental agencies. The following public, private and non-profit organizations and companies were all consulted in the development process of this project, and have offered their support for the project's components and objectives (refer to Exhibits):

- Connecticut Transit
- Connecticut DOT
- Greater Hartford Transit District
- MetroHartford Alliance
- Hartford Business Improvement District
- The Bushnell Center for the Performing Arts
- iQuilt Partnership, Inc.
- Spanish American Merchants Association
- Farmington Avenue Alliance
- Hartford Planning and Zoning Commission
- Hartford Traffic Authority
- Frog Hollow Neighborhood Revitalization Zone
- Parkville Neighborhood Revitalization Zone
- SoDo Neighborhood Revitalization Zone
- Asylum Hill Neighborhood Alliance
- Southside Institutions Neighborhood Alliance
- The Travelers
- The Aetna
- The Hartford

Primary Point of Contact

Roger O'Brien, Ph.D., AICP
Director of Planning
City of Hartford
250 Constitution Plaza
Hartford, CT
Tel: (860) 757-9054
Fax: (860) 722-6402
OBRIR001@hartford.gov

The City of Hartford is joined by its partners, the Connecticut Department of Transportation, the Greater Hartford Transit District, Connecticut Transit and the Capitol Region Council of Governments as supporters of the proposed project.

The Hartford Intermodal Triangle Project represents a unique partnership between the City and the principal public transportation planners and providers. This partnership represents every level of governmental jurisdiction with applicability to the City of Hartford (municipal, regional and state). The Hartford Intermodal Triangle Project has evolved from well over a decade of planning at the local, regional and state level centered on a growing recognition of the employment – transportation nexus in Downtown.

III. Grant Funds, Sources and Uses

TIGER Amount Requested

\$13,500,000

Total Project Costs

\$21,121,000.

Percentage covered by TIGER

64% of project costs

Availability and Commitment of Funds

The City of Hartford's 36% local share of this project is to be provided through its Capital Improvement Plan (CIP) fund account. Please refer to letter in appendix for evidence of this commitment.

Sources and Uses of Funds

TIGER Application Components	Component Cost	Requested TIGER Funds	Funds Already Committed	Source of Funds
UNION STATION • Regional Intermodal Hub	3,437,000			
Intermodal Transit - Interior Enhancements	2,100,000			
Intermodal Transit - Exterior Enhancements	1,337,000			
BUSHNELL PARK NORTH • Complete Green Street	2,950,000			
Complete Green Street Enhancements - Bushnell Park North	2,950,000		2,950,000	CIP
ASYLUM / PEARL • Transit Priority Streets	6,449,000			
Two-Way Transit Conversion - Asylum Street	1,570,000			
Transit Enhancements - Asylum Street	2,779,000			
Transit Enhancements - Pearl	2,100,000			
MAIN STREET • Complete Transit Corridor	5,200,000			
Main Street Transit Enhancements	3,700,000		3,171,000	CIP
Gold Street Reconfiguration and Main Street Connection	1,500,000		1,500,000	CIP
Traffic Signalization with Bus Prioritization	2,600,000			
Survey, Design & Engineering	485,000			
TOTAL	21,121,000	13,500,000	7,621,000	
PROJECT TOTAL	21,121,000			
MATCH (36%)	7,621,000			
TIGER GRANT	13,500,000			

IV. Selection Criteria

Long-Term Outcomes

State of Good Repair

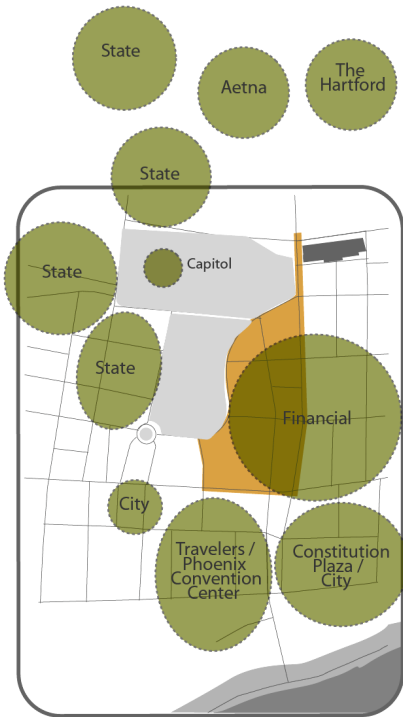
The Hartford Intermodal Triangle Project is designed to improve the condition of Greater Hartford's multimodal transportation and transit system by adding a critical transit nexus corridor and connectivity components that will effectively complete the linkage between Downtown Hartford's numerous employment, housing and cultural assets. The proposed project is designed to minimize life-cycle costs through low impact design (LID) elements such as environmentally responsible stormwater management infrastructure, photovoltaic cells on the transit shelter roofs to provide electricity for the facility, and high-quality pedestrian infrastructure. In addition, the benefit-cost analysis completed indicates that the proposed project would generate life-cycle cost savings of approximately \$4.19 million over the assumed life of the project.

Enhancing the smooth functioning of the Greater Hartford multimodal transit system is one of the primary objectives of the proposed project. Through the project's activities, Downtown Hartford will be developed into a complete transit nexus for a region of over 1 million people, and will be able to utilize this transportation system asset as leverage for further livable community enhancements such as TOD housing and employment centers.

The Hartford Intermodal Triangle Project will improve the physical conditions of the transportation system in Downtown Hartford as well as the surrounding areas. The project improvements will foster a state of good repair through the following means:

- New transit shelters and stops for bus passengers and multi-modal commuters;
- Improvements to 16,800 feet of City arterial roadway, 12 road intersections and the replacement of obsolete traffic signals;
- Streetscape improvements to upgrade the sidewalks, street crossings and the public realm.

Economic Competitiveness



Downtown as Employment Core

The Intermodal Triangle lies at the center of the region's employment core, with nearly 100,000 jobs within walking distance.

As the regional center for employment, Downtown Hartford has over 110,000 jobs. Job Openings and Labor Turnover Survey (JOLTS data) from the federal Bureau of Labor Statistics indicates that as of January 2012, private firms have a hiring rate of 3.5% of total employment and a 3.3% rate of job separations. Applying these figures to Hartford's 80,000 jobs within one-half mile radius of Union Station would indicate that 2,800 hires and 2,640 job separations occur routinely in Downtown Hartford, an effective "job churn" of over 5,400 employees. Maintaining the ability to handle this job churn is critical for private employers. Major private employers in Downtown have indicated that their hiring patterns and their pace of job replacement and retention is directly linked to the lack of availability of parking for new employees. Reducing the dependence of Downtown employees on parking can be achieved by promoting and supporting the development of a more efficient, reliable and robust transit system and improved pedestrian and non-motorized vehicular linkages to employment centers and between multiple modes of transportation. In doing so, a major impediment to Downtown Hartford job growth and economic development would be removed and revitalization more readily realized. The removal of this economic barrier for major employers would directly improve the economic competitiveness of these employers, along with providing ancillary economic benefits to the smaller employers who form the heart of Hartford's economic base. As several of the major employers in Downtown Hartford are Fortune 500 companies, improvements to their economic competitiveness would have both regional and national level benefits.

Hartford's economic competitiveness and viability will depend upon its ability to better connect with the surrounding region, both socially and economically. Currently 110,000 people commute to jobs in Hartford, 80,000 of which are within one-half mile of Union Station. Over 40,000 Hartford residents commute to jobs in neighboring communities. To preserve and grow these social and economic connections requires significant transportation improvements of a regional nature.

- The project will help retain the significant business base throughout Downtown by facilitating employee mobility;
- The project will reduce vehicle congestion and promote increased public transit usage, walking and biking, making the Downtown more attractive to businesses, employees and residents;
- The project will create new economic and development



Transit-Oriented Development

2,000 existing housing units (above) are all within walking distance of either Union Station or the Main Street bus transit spine. The elected leaders at the state, regional, and municipal levels are committed to bringing as many as 4,000 additional units to downtown (below) with an emphasis on transit orientation.

opportunities, including TOD, due to the increased flow of commuters and visitors through Downtown;

- The project will reinforce Downtown Hartford's position as the key mixed use and transit-oriented development center of Central Connecticut and fully utilize the public investments that have been made in the Hartford bus transit system.
- The Aetna has invested \$200 million in its campus and has moved 6,000 employees to Hartford, The Hartford is constructing a \$65 million data center, the City is completing a \$77 million Public Safety Complex and a \$22.5 million, 70 unit affordable housing project was recently completed on High Street two blocks from Union Station. All of these developments have been at least partially driven by the promise of enhanced accessibility.

Livability

Perhaps the most powerful long-term benefit from the development of the proposed project would be the increased attractiveness of Downtown residential living due to an improved transit system, greater pedestrian and non-motorized vehicular access and connectivity, and a more competitive economic environment. The relocation of both new and existing regional residents from suburban communities where SOV trips predominate in the transportation environment to housing units in Downtown Hartford would have the potential to significantly decrease the number of vehicle miles traveled in the region. Closer proximity to jobs in Downtown would not only reduce VMTs, but would also enhance livability for these new residents through active health benefits and time savings realized from much shorter commute times. There are currently around 2,000 housing units downtown. Governor Malloy and Mayor Segarra have called for as many as 3,000-4,000 additional units. While it is difficult to quantify the impacts from future residential development in terms of specific livability criteria, it is evident that a greater number of residents in the Downtown would create a more vibrant, livable and economically invigorated environment.

The Hartford Intermodal Triangle Project will improve the long-term livability of the City of Hartford in the following ways:

- Leverages over a decade of local planning effort and engaged community participation in promoting Downtown's repopulation;
- Reduces commuting time for residents and employees due to improved traffic flow, greater mass transit options and increased

efficiency and ease of use;

- Spurs economic activity and investment by enhancing the visual character and appeal of the area through streetscape and public space design;
- Stimulates new transit-oriented housing development such as Northland Investment's proposed 250 unit tower near Union Station, overlooking Bushnell Park; and
- Improves pedestrian safety

The proposed project activities will integrate several different transportation modes in a logical and centralized manner, and will knit together Downtown Hartford's extensive system of employment, housing and cultural assets. The project will improve efficiency, reduce environment impacts from greenhouse gas emissions and stormwater runoff, and will provide enhanced health benefits and transportation choice by developing and linking bicycle and pedestrian improvements across Downtown Hartford.



Green Infrastructure

Bioswales and other green infrastructure are an integral part of the Bushnell Park North component of the Intermodal Triangle Project in particular, and of the iQuilt Plan in general throughout downtown.



Clean Vehicles

Connecticut Transit zero-emission fuel cell bus in downtown Hartford.

Sustainability

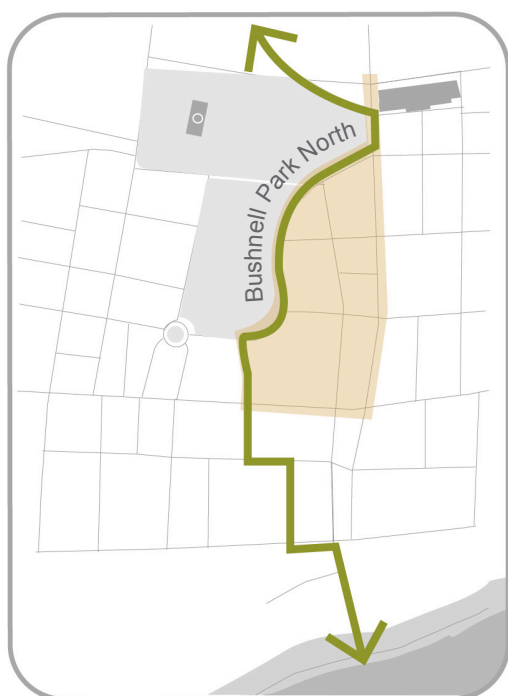
In addition to the various sustainability benefits quantified as part of the benefit-cost analysis, the proposed development and implementation of complete green streets and roadway/streetscape infrastructure components will have the ancillary benefit of reducing environmental impacts, particularly in terms of reducing stormwater run-off. Appropriate green design and LID best management practices, intended to be standard components of the streetscape and roadway work included as part of the proposed project, will yield significant improvements through more permeable surfaces, context-sensitive stormwater capture, retention and distribution methods, and enhanced landscaping elements. While difficult to quantify and monetize these potential benefits at this stage of the proposed project the fact that such benefits will be ultimately realized must be considered as part of the benefit-cost analysis.

The project activities are designed to reduce the reliance of both commuters into Hartford and residents of the City on single-occupancy vehicle transportation by providing enhanced transportation mode choice, ease of use and connectivity to other multiple modes of transportation in a convenient location. In addition, greenscaping and streetscaping improvements and connectivity improvements throughout the Intermodal Triangle will encourage bike and pedestrian usage through enhanced accessibility.

The creation of a “walkable” downtown environment will promote the redevelopment of underutilized and vacant properties for TOD. The development of TOD within the transit triangle and Union Station will create a positive feedback loop, making the Downtown more of a TOD center, which will further enhance market opportunities for additional TOD in the future.

The Hartford Intermodal Triangle Project will provide significant long-term benefits in sustainability as follows:

- The project encompasses the development of the transportation support structure necessary to effectively implement expanded regional mass transit systems, thereby helping to reduce the region’s reliance on the automobile and crude oil;
- Reductions in vehicle miles traveled inherent in mode switches stimulated by implementation of the Hartford Intermodal Triangle Project will reduce fuel consumption and CO2 emissions;
- Traffic signalization improvements will reduce traffic congestion and delays at heavily used intersections, thereby improving the air quality of the surrounding area which is particularly important because of the City’s high incidences of asthma
- The project will promote alternative forms of transportation (such as bicycle usage) and increased pedestrian traffic while promoting new housing and business opportunities;
- The project will create the support structure needed for implementing transit-oriented development in Downtown and near Union Station in terms of connections to transit systems, jobs, parking, open space and surrounding neighborhoods. These new connections will enable more efficient development forms to occur in Downtown Hartford;
- The project will encourage the redevelopment and reuse of deteriorated and underutilized land parcels, rather than the development of open land.



East Coast Greenway
Downtown Hartford’s segment of this important national bike and walking trail is showcased along Bushnell Park North

Safety

The Hartford Intermodal Triangle Project will improve transportation safety in the following ways:

- The project will improve traffic and pedestrian circulation patterns, transit flow and intersection signalization, increasing the traffic safety of these roadways;



Improved Pedestrian Safety

Fewer transfers and easier transfers, with bumpouts and special crosswalks, will improve safety for pedestrians and transit riders.

- The project will reduce the incidence of bus transfers that require crossing a street.
- The project will improve pedestrian safety through streetscape improvements such as wayfinding, crosswalks, lighting, curbs and other elements that will improve the interaction between pedestrian circulation and vehicular traffic patterns; and
- The improvements will result in reduced injuries and fatalities.

According to the 2008 CTDOT Traffic Accident Facts report, the accident injury rate for the State of Connecticut is 114.87 injuries per 100 million VMTs, while the fatal injury rate is 0.96 fatalities per 100 million VMTs. Data was also utilized from the 2005 report “Motor Vehicle Collisions: Biomechanics, Diagnosis and Management” by Nordhoff et al., which provided percentages for accident injuries by type of injury. This data was combined to produce an estimate, based upon the VMT reductions realized by the proposed project, of a reduction of 40 accidents.

These accidents were apportioned out by severity, and the appropriate economic value for each type of accident as provided in the TIGER Benefit-Cost Analysis (BCA) Resource Guide was applied. As a result, the reduced 40 accidents would lead to a net benefit of approximately \$4.06 million over the course of the evaluation period.

In addition, improvements implemented as part of the proposed project will result in a significant reduction in the number of street crossings and walking distances for transit customers making transfer connections between local and commuter bus routes. These reductions in crossing and walking distances will have numerous safety benefits in the form of reduced pedestrian-vehicle conflict, accidents and traffic congestion resulting from illegal pedestrian mid-block crossings.

Job Creation and Near-Term Economic Activity

To estimate the number of direct, indirect and induced jobs created by the infusion of federal government stimulus funds, the President’s Council of Economic Advisers originally provided guidance in a document entitled “Estimates of Job Creation from the American Recovery and Reinvestment Act of 2009,” released in May 2009. This document estimated that it takes approximately \$92,136 in direct government spending to create one job-year of work. This document also estimated that of the total job-years of work created,

approximately 64% are related to direct or indirect jobs and 36% are related to jobs induced in the larger economy. In September 2011, additional guidance was provided by the CEA which indicated that a job-year is created by every \$76,923 in transportation infrastructure spending, or 13,000 job-years per billion dollars of spending.

Applying this figure to the \$21,121,000 proposed project yields approximately 275 total job-years created by the infusion of TIGER funds.

While specific quarterly job creation estimates are not yet available for the proposed project, the City of Hartford expects that many of the 275 total job-years estimated for this project will be rapidly created for two reasons. First, many of these job-years will involve the construction of transit and infrastructure improvements that will quickly come on line through periods of intense work. Second, the short duration of time during which TIGER funds are available for designation and distribution necessitates that the creation of job-years occur in a very compressed timeframe. Therefore, it is expected that the Intermodal Triangle Project would generate a substantial short-term job creation impact in short order between 2013 and 2014.

The City of Hartford is committed to extending opportunities to participate in contracts for public works, architect and engineering services, and purchased goods and services in a fair and open competitive manner for all interested parties. As a federal contractor and in compliance with State law, it is the policy of the City of Hartford that small business minority and/or women-owned business enterprises be given the maximum practicable opportunity to participate in any and all contracts made by the City of Hartford. The City shall comply with all laws governing its contracting activities.

The City's outreach efforts are aimed at meeting or exceeding the goal of 25% of prime contracts for Small/ Minority/ Women Owned Businesses. The City structures its procurement procedures to establish a minimum goal of 25% of total dollar value of its procurements be made directly from certified small business and minority business enterprises. The City works with state, local and regional community-based organizations, and minority-focused and small business groups that support MWBE and small business inclusion in the solicitation of bids. These groups include, but are not limited to the State of Connecticut Supplier & Diversity Program; Business Resource Center; the Greater Hartford Minority Construction Council; the Spanish American Merchant Association; the Small Business Administration; the Hartford Jobs Funnel; and others as they become available and known to the City.

Through the Small Business Development Program technical assistance to neighborhood businesses and entrepreneurs interested in starting new businesses is provided. Services are provided by a team of Small Business Specialists who walk the commercial corridors and build productive relationships with business owners. Services include loan packaging, facilitation of licenses and permits, marketing assistance and creative problem solving.

The Hartford Intermodal Triangle Project is also located within a federal Small Business Administration (SBA) Qualified HUBZone area (see attached map). The mission of the SBA HUBZone Program is “to promote job growth, capital investment, and economic development to historically underutilized business zones, referred to as HUBZones, by providing contracting assistance to small businesses located in these **economically distressed communities**.”

The City of Hartford is also designated as a “Targeted Investment Community” by the State of Connecticut’s Department of Economic and Community Development (DECD) by virtue of having a State-designated Enterprise Zone (EZ).

Innovation

The Intermodal Triangle Project will incorporate innovative approaches to transit infrastructure in both engineering and design. Hartford’s design team includes key designers of Portland’s Max and bus system and Los Angeles’s Metro Rapid system. The project is an integral part of Hartford’s innovative iQuilt Plan, which promotes walking, culture, and innovation. Innovative transit practices will include signal pre-emption, dedicated bus lanes, curb bumpouts, better station design for reduced dwell times, enhanced shelters, real-time information, digitally based route maps, photovoltaic power sources, LED lighting for energy efficiency, distinctive vehicle and station branding, and green infrastructure where space allows.

The project is also innovative in its collaborative approach, bringing together all transit stakeholders in a working group to both develop and implement the project: the City of Hartford, the Capitol Region Council of Governments, Connecticut DOT, Connecticut Transit, Greater Hartford Transit District, the Hartford Business Improvement District, and the iQuilt Partnership.

The project will also innovate in leveraging improvements to transit, particularly bus facilities, to enhance public space and promote transit-oriented development throughout downtown. This includes housing and mixed use projects along the key transit arteries,

and concentrated in the district around Union Station. Hartford is committed to innovative design and development patterns which will sustain the City as an economic and cultural center.

Partnerships

The Hartford Intermodal Triangle Project represents a unique partnership between the City of Hartford, the Capitol Region Council of Governments (CRCOG), the State of Connecticut through its Department of Transportation (CTDOT) and Connecticut Transit (CT Transit). This partnership represents every level of governmental jurisdiction with applicability to the City of Hartford (municipal, regional and state).

Collaboration on the Hartford Intermodal Triangle Project is not limited to governmental agencies. The public, private and non-profit organizations and companies below were all consulted in the development process of this project, and have offered their support for the project's components and objectives (refer to Exhibits):

Transit Partners

Connecticut Department of Transportation
<http://www.ct.gov/DOT/site/default.asp>

Connecticut Transit
<http://www.cttransit.com/>

Greater Hartford Transit District
<http://www.hartfordtransit.org/>

Economic Development / Workforce Partners

MetroHartford Alliance (Chamber of Commerce)
<http://www.metrohartford.com/>

Hartford Business Improvement District
<http://www.hartfordbid.org/>

The Bushnell Center for the Performing Arts
<http://www.bushnell.org/>

iQuilt Partnership, Inc.
<http://theiquiltplan.org/>

Spanish American Merchants Association
<http://www.samact.org/>

Farmington Avenue Alliance
<http://www.farmingtonavenue.org/>

Government Partners

Capitol Region Council of Governments
<http://www.crcog.org/>

Hartford Planning and Zoning Commission
<http://planning.hartford.gov/default.aspx>

Civic, Community and Neighborhood Organizations

Connecticut Coalition for Environmental Justice
<http://www.environmental-justice.org/>

Frog Hollow NRZ
<http://fhnrz.com/>

Parkville NRZ

SoDo NRZ

Asylum Hill Neighborhood Association

Southside Institutions Neighborhood Alliance
<http://www.sinainc.org/>

Private Employers

The Aetna
<http://www.aetna.com/>

The Hartford
<http://www.thehartford.com/>

Results of Benefit-Cost Analysis

A benefit-cost analysis was prepared for the City of Hartford's Intermodal Triangle Project grant application for the TIGER Discretionary Grant (TIGER III) federal grant program as of March 2012. A benefit-cost analysis is required by the USDOT in accordance with the Federal Register 77 FR 4863 and in order to present a comprehensive analysis that monetizes and quantifies the full range of costs and benefits associated with the proposed TIGER project. The benefit-cost analysis was prepared by Milone & MacBroom, Inc. The intent of this benefit-cost analysis is to meet this requirement and to demonstrate that the potential benefits of the Intermodal Triangle Project will outweigh, on a net present value basis, the incurred costs associated with the project. The full benefit-cost analysis is provided as part of the attached Appendix.

Benefit-Cost Ratio

The estimated benefit-cost ratio for the proposed project was calculated for both the 7% and 3% discount rate scenarios. Under the 7% scenario, the benefit-cost ratio was 1.14 while the 3% scenario resulted in a ratio of 2.09. Both of these scenarios indicate a project that is economically feasible, cost-appropriate and advantageous to pursue. The 7% discount rate yields a net present value (NPV) of \$24.0 million and an economic rate of return (ERR) of 8.074%. In addition, between 1.52 million and 1.92 million VMTs per year are eliminated through the implementation of the proposed project.

Under the 7% discount rate scenario, the ERR is equal to 8.074%, while an ERR of 13.643% is realized under the 3% discount rate scenario.

State of Good Repair

Life-Cycle Cost Savings

The reduction in VMTs realized by the proposed project will result in less long-term maintenance impacts on the region's roadways. The Federal Highway Administration's Federal Highway Cost Allocation Study from 1997 indicated a marginal cost of road responsibilities of 0.65 cents per VMT. This data was CPI-U-adjusted from 1997 dollars to 2012 dollars, resulting in a marginal cost of 0.918 cents per VMT. The application of this marginal cost value resulted in an evaluation period life cycle cost savings of approximately \$320,719.

Reductions in Pavement Damage

Due to the projected decrease in VMTs resulting from the proposed project, a significant reduction in pavement damage costs will be realized. The BCA estimates that pavement damage reduction savings will equal approximately \$49,341.

Economic Competitiveness

Reductions in Vehicle Operating Costs

Due to the projected decrease in VMTs resulting from the proposed project, both fuel-related and non-fuel related vehicle operating costs will be reduced and equivalent savings realized. The BCA estimates these savings to be approximately \$11.88 million.

Economic Costs of Oil Imports

The cost of U.S. consumption of foreign fuel sources is comprised of two separate impacts: the monopsony component and the price shock component.

Using the FHWA's standard that for each gallon of fuel saved reduces U.S. consumption of 0.95 gallons of fuel from foreign nations, as well as the marginal costs for monopsony and price shock, and applying them to the 1.6 million gallons of fuel conserved over the evaluation period for the proposed project, a total benefit of \$814,683 is realized.

Travel Time Savings

Significant travel time savings are likely to be realized as a result of the proposed project. The combination of multiple transportation modes with easy options for mode transfer and transit priority traffic signalization will lead to reduced travel times for commuters. Also, the reduced number of VMTs may also lead to a reduction in roadway congestion, which will result in additional time savings for commuters. These time savings will result in a cumulative benefit of over \$67.8 million over the duration of the project evaluation period.

Livability Benefits

Noise Pollution

The reductions in VMTs per year will also create benefits in noise pollution reduction. The BCA estimates these benefits at \$36,319.

Environmental Sustainability Benefits

Air pollution will be significantly reduced as a result of this project. The BCA estimates that 12.3 tons of NO_x, SO_x, PM and VOCs emissions will be avoided at a cost savings of \$430,282. In addition, over 13,400 tons of CO₂ emissions will be eliminated over the life of the project, resulting in an economic benefit of \$424,453.

Safety Benefits

Accident Cost Savings

Reduced VMTs translate into reductions in all categories of vehicular accidents. Based upon the projected VMT reductions from the proposed project, approximately 40 accidents will be avoided with an economic benefit of \$4.2 million.

Costs

Capital Costs

The initial project investment costs for the proposed project are \$21,121,000. These costs include survey, design, construction, capital investments and equipment and contingencies. The City of Hartford has prepared these cost estimates based upon construction industry standards and detailed knowledge of the transit system and the impacted street network. The costs are assumed to come into full effect in early 2013 and be accounted for completely by the end of that year.

Operations and Maintenance Costs

Initial operations and maintenance costs for the Union Station Intermodal Transit Center were based upon the existing operations and maintenance cost structure for Union Station. A figure of \$11.06 per square foot per year was calculated for operations and maintenance, resulting in an initial cost of \$69,125. The maintenance for the transit infrastructure, streetscaping and greenscaping improvements was assumed to be \$2 per linear foot per year, which when multiplied by the approximately 16,800 linear feet of new infrastructure results in \$42,400 per year in maintenance costs. These costs were combined and trending forward using a 3% annual inflation rate. As a result, the total O&M costs over the entire evaluation period equal approximately \$2.7 million.






V. Project Readiness and NEPA

Readiness to Move Forward

The City of Hartford has assembled a project team of partners representing transit operators (CT Transit, CTDOT and GHTD) and designers and engineers who together have refined previous transportation plans into this TIGER project proposal. The City has earmarked its funding commitment to the Intermodal Triangle Project. Upon approval of TIGER funding, this team is ready to prepare the construction and bid documents to put this plan on the ground. The transit operators are ready to alter their route and schedule structures to utilize the infrastructure improvements immediately upon their completion.

Project Schedule

The project will begin immediately upon securing funds. Authorization to proceed with design drawings and construction documents will be the first activity to implement the Project. As the components of the Project occur over several Downtown streets concurrent construction activity is anticipated. Construction activities are scheduled to commence in May 2013 with a completion date of April 2014. An in-depth schedule is included in the appendix.

Task Name	2012				2013				2014	
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
TIGER App. Preparation										
NEPA										
Union Station Improvements										
Transit Street Improvements										
State & Local Permits										

Environmental Approvals

The City of Hartford has prepared and filed a Categorical Exclusion Worksheet on its project website at http://planning.hartford.gov/Oneplan/transit_center.aspx. This worksheet awaits review and concurrence by DOT.

Legislative Approvals

The following legislative approvals have been obtained for this project:

Capitol Region Transportation Plan: The Capitol Region Council of Governments endorsed a pedestrian neighborhood connectivity project in the vicinity of Union Station into the Transportation Improvement Program (TIP) in April 2012. CRCOG is also working with the City of Hartford and ConnDOT to add a project, abutting the pedestrian neighborhood connectivity project, in the vicinity of Trinity Street into the TIP.

One City, One Plan: Hartford 2020: Approved by the Hartford Common Council on April 26, 2010 and adopted by the Planning and Zoning Commission as the official Plan of Conservation and Development Plan for the City on June 3, 2010. State and Local Planning

State and Local Planning

The Hartford Intermodal Triangle Project has evolved from well over a decade of planning at the local, regional and state level centered on a growing recognition of the employment – transportation nexus in Downtown. Building upon State-sponsored commuter rail and bus rapid transit serving Downtown, and, ultimately, Amtrak high speed rail, the City, the Greater Hartford Transit District and the Capitol Region Council of Governments have identified the need for new transit connectivity elements to accommodate regional and local bus service and facilitate connections with Union Station's commuter service. In addition, supportive wayfinding, streetscape and pedestrian circulation improvements are necessary to ensure the viability of connections between employment nodes and transit services. Several analyses and reports have also identified how the opportunity for transit-oriented development Downtown would be enhanced by new transit connectivity. The overall project improvements are consistent with the following state, regional and local plans:

- Hartford Transportation Pathways Strategy, 2009
- Northwest Corridor Transit Planning Report, 2010
- Hartford Downtown Circulation Study, 2010
- I-84 Viaduct Study, 2010
- One City One Plan, 2010 (City-adopted Plan of Conservation and Development)
- The iQuilt Plan, 2010-12
- Capitol Region Transportation Plan, 2011

Technical Feasibility

The project schedule, available at http://planning.hartford.gov/Oneplan/transit_center.aspx, provides detailed information regarding project tasks and their expected duration and completion dates. The project improvements will follow conventional design, bid and contract procedures. Site control is currently within the City's and GHTD jurisdiction.

Preliminary site analysis and conceptual design are being pursued. The City has assembled a transit facilities design team, consisting of architectural, engineering and construction management firms who are assisting the City with these improvements.

Financial Feasibility

A total of \$21.121 million is required to complete the proposed project components for the Hartford Intermodal Triangle Project. The requested TIGER Discretionary Grant funding of \$13.5 million is matched by a \$7.621 million (36.0%) non-federal local contribution. In addition, the project demonstrates a substantial positive benefit/cost ratio, as described in the Benefit/Cost Analysis.

Stakeholder Partnerships

Hartford's Intermodal Triangle Project involves the collaboration of the City of Hartford, the Greater Hartford Transit District, CTTransit and CTDOT in a unique and innovative project that coordinates multiple transportation modes with prescient urban planning techniques and objectives. The partnership between these four primary entities, supported by the more expansive network of project supporters outlined and discussed previously, will be critical in bringing the Intermodal Triangle Project from planning to realization, and will maximize the potential social, economic and operational benefits inherent in a project of this scale.

Implementation Agreements

CT DOT and CTTransit have been working directly with the City of Hartford and the Greater Hartford Transit District to make the Intermodal Triangle Project a truly integrated and innovative undertaking to address Downtown Hartford's future transportation needs. The understanding among these project partners is that the City of Hartford and the Greater Hartford Transit District will have responsibility for construction and maintenance of the various project elements, while CTDOT and CTTransit will have responsibility for implementing the transit operations improvements associated with the project. This collaboration among the four project partners will ensure the seamless implementation and operation of the Intermodal Triangle Project as proposed in this grant application.

VI. Federal Wage Rate Certification

The City of Hartford has signed a federal wage rate certification stating that it will comply with Subchapter IV of Chapter 31 of Title 40 of the United States Code. (See Appendix).

VII. Consistency with Pre Application

The following are the material changes made to this application since the submission of the pre-application:

The original total project cost of \$16,871,925 has been scaled up to \$21,121,000 due to changes in the scope and nature of the proposed project. However, the requested amount of TIGER Discretionary Grant funds has remained substantially the same from \$13,497,540 to \$13,500,000.

The anticipated date for construction contracts for the transit priority streets is now April 2013 rather than October 2012.